

COUNTRY _____ REPORT NO. _____ 25X1

TOPIC _____ Soviet Central Motor Vehicle Repair Shop at Berlin-Oberschoeneweide

25X1

EVALUATION _____ 25X1 PLACE OBTAINED _____ 25X1

DATE OF CONTENT _____

DATE OBTAINED _____ 25X1 DATE PREPARED: 29 August 1952

REFERENCES _____

PAGES _____ 3 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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1. Material turned in at the Soviet central motor vehicle repair shop of the
SAG Berlin-Oberschoeneweide during the period from 5 April to 21 June 1952
included:
- 5 chassis to be used for repair shop trucks, from Zeesen, _____ 25X1
_____ 7 Willys jeeps for _____ 25X1
general overhaul from Zeesen. _____ 25X1
_____ a total of 571 engines
for general overhaul from Zeesen, including 295 Chevrolets, 143 Fords, 69 ZISs, 25X1
42 Studebakers, and 17 Willys.
2. Outgoing shipments observed during the same period included _____
- _____ 2 busses _____ for Zeesen; repair shop
trucks _____ to Zeesen; 6 chassis to be used for repair
shop trucks for Vetschau, Cottbus railroad district headquarters, _____
- 10 chassis to be used for repair shop trucks to Kunnersdorf, _____ 25X1
8 chassis to be used for repair shop trucks for Luckenwalde, _____ 25X1
12 chassis to be used for repair shop trucks for Dresden, _____
3 chassis to be used for repair shop trucks for Rathenow, _____
8 chassis to be used for repair shop trucks for Gransee, _____ 25X1
2 chassis to be used for repair shop trucks for Bernau, _____ 25X1
of 538 overhauled engines for Zeesen, including 274 Chevrolets, 139 Fords, 88
ZISs, 44 Studebakers, and 43 Willys; 8 overhauled Chevrolet engines to a unit
with trucks _____ driven by soldiers with red-bordered
black epaulets; a total of 1,850 new engine blocks by rail to Ketschendorf,
_____ which included 30 Chevrolets, 50 Fords, 670 ZISs, 670 Studebakers;
and 430 Willys; 1 carload of iron bars to Nuellrose, _____ 25X1
had been overhauled at the SAG for Teltow, _____ and consigned to Unit
_____ and 1 carload of 180 boxes with replacement parts including pistons, 25X1
cylinder heads, crankshafts and gear wheels for Ketschendorf.
3. In April, about 450 engines, 10 jeeps and 30 workshop trucks were overhauled
and superstructures for workshop trucks were manufactured. In May, about 350

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SECRET

25X1

25X1

- 2 -

engines and 10 jeeps were completely overhauled.

4.

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5. About 30 out of about 100 employees and workers who were employed at the SAG Oberschoeneweide were given notice on 3 June 1952. Only those who had proved reliable Communists were not given notice.

6. Although there was not much work to be done, a proposal by the chief of the jeep repair section to dismiss workers was turned down by a lieutenant colonel of the management on the ground that there would be enough work until the fall. On 23 June, there were only five jeeps for complete overhaul. Therefore, 12 employees of this section were sent to Zeesen for 4 weeks, beginning 23 June, to repair about 150 Ford trucks. These trucks had already been overhauled at Zeesen but again needed repairs after being driven an additional several thousand km. Repairs to be made included the installation of new axles, gears, universal joints, and the resetting of engines. The motor vehicles arrive [redacted]

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[redacted] are repainted and are returned [redacted]. The detachment of 12 men work in a hutment and take their tools from the SAG Oberschoeneweide. Only three men were working at the repair section for jeeps at the SAG Oberschoeneweide on 23 July. The work in Zeesen appeared to be urgent, especially as a Soviet major urged for a speedy completion. However, there was no overtime work.

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7. Outgoing shipments from the SAG Oberschoeneweide in May 1952 included:

On 9 May: 8 boxcarloads with spare parts from Berlin-Rummelsburg,

12 and [redacted] to Ketschendorf, [redacted] 25X1

23 May [redacted] 25X1

12 and

14 May: 6 boxcarloads of aluminum from Berlin-Rummelsburg,

[redacted] to Ketschendorf, [redacted] 25X1

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19 and

26 May: 4 boxcarloads of old packing material from Berlin-Rummelsburg, [redacted] to Piesteritz, nitrogen plant.

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The following chassis were dispatched from Berlin-Rummelsburg,

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9 May: 12 flatcars with sideracks to Dresden, [redacted] 25X1

23 May: 2 flatcars with sideracks to Bernau, [redacted]

23 May: 6 flatcars with sideracks to Rathenow, [redacted]

30 May: 2 flatcars with sideracks to Jergen, [redacted]

30 May: 2 flatcars with sideracks to Gransee, [redacted]

30 May: 2 flatcars with sideracks to Gransee, [redacted]

30 May: 2 flatcars with sideracks to Oranienburg, [redacted]

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Comment. The insignificant number of repairs performed at the motor vehicle repair shop is a seasonal occurrence and was previously observed.

**

Comment. The motor vehicles turned in came from units of the GDFG, air force, the IV Army Corps, the Third Shock Army, the Eighth Gds Army and the Second Gds Recs Army. Vehicles and engines repaired were dispatched to units of the GDFG, the IV Army Corps, and the Third and Fourth Gds Recs Armies.

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- 3 -

25X1 *** [] Comment. [] 25X1

25X1 [] Hq 6th Arty Div in Rathenow.
[] Hq 9th Mecz Div in Cottbus.
[] Hq 18th Mecz Div in Forleberg.

25X1 The other [] are commented as follows:

25X1 [] the motor vehicle repair shop No 100 in the Koenig
Georg Kaserne, Dresden.

25X1 [] was first identified [] in Puerstenwalde.

25X1 [] a motor vehicle repair shop in Bernau.

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